

OFFICE NEW-YORK AND ERIC RAILROAD COMPANY, New-York, Sept. 10, 1852.

**NOTICE.**—The Stockholders of the New-York and Erie Railroad Company are hereby notified that the annual election for Directors will be held at the Office of the Company, in Erie-place, on TUESDAY, the 11th day of October next, from 11 o'clock A. M. to 2 P. M.

The transfer books will be closed from Oct. 24, till the day after the election. By order of the Directors.

NATHANIEL MARSH, Secy.

**PROPOSALS FOR LOAN.—\$100,000 DAYTON AND MICHIGAN RAILROAD SEVEN PER CENT. FIRST MORTGAGE CONVERTIBLE BONDS.**

The Dayton and Michigan Railroad Company offer for sale \$100,000 of their Mortgage Bonds, with Coupons.

They are in sums of \$1,000 each, payable the 1st day of Nov.-Dec., on the 1st January and the 1st July of each year, where the principal sum is also payable. They are secured by a first and only Mortgage of Trust to Joseph S. Varnum, of the City of New-York, and his heirs and executors.

They are issued under acts of the Legislature of Ohio, authorizing them and the mortgage to secure their payment. The amount of bonds thus to be issued under the mortgage is one million of dollars. They are convertible into the capital stock of the Company at the option of the holders.

The amount of Bonds present to be issued under the mortgage is \$800,000, of which only \$100,000 will now be offered for sale.

The Company owns the entire line of the Company, they property real and personal, commencing at the terminus of the Cincinnati and Dayton Railroad, at the City of Dayton, Ohio, thence to Troy, Piqua, Sidney, Lima, Perrysburg, Maumee City and Toledo, to the Michigan State line, in the direction of Detroit.

The Company provides that the Company shall only own, and the Trustees under it, \$90,000 of bonds until after the Road is finished and in operation to Sidney, 36 miles, \$600,000 more after the same is finished and in operation to Lima, 65 miles, and so on as the Road is completed from point to point, and the money needed to purchase iron-wire, &amp;c.

The first and only lien thereon and the only debt of the Company.

The part of the line lying between Dayton and Sidney is nearly graded and bridged, the rails have been purchased and now in the course of arrival—will be completed and in operation by the first of June next.

An arrangement has been made with the Cincinnati and Dayton Railroad for the present.

The entire line from Dayton to the Michigan State line, equipped for one year, is estimated to cost \$4,000,000. This part is to be paid for by the Company.

It is the desire of the Company to complete the line to Sidney first, from point to point continuously.

To complete the Road to Sidney the Company has an available stock consisting of about 5000 cars, which have been collected and are now on the line. To raise the remaining means this loan is resorted to.

Active measures are in progress by the Company to raise the necessary stock subscriptions to complete the entire line.

The Company has an available stock of iron-wire, &amp;c., to ensure that it is expected will be placed under contract for graduation and masonry early next year, and completed within the year following.

The Company gives its power to the Trustees to take possession of the line, its property, effects, franchises, deposit grounds, &amp;c., and to sell the same to the highest bidder, to raise money to pay other interest and principal in case of default.

The country through which the Road passes, with its connection to the Michigan, is not only unoccupied but unoccupied by any other of equal extent in the Union, in fertility of soil, capability of sustaining a dense population, and in all the elements of wealth.

The Auditor of the State of Ohio for 1851, shows that about one-fourth of the entire taxable property of that State was found in the twelve counties through which this line passes.

The Company anticipates this line passing through the most populous and fertile portions of the United States; half a century ago it was an unbroken forest.

At Sidney this line crosses the Belvidere and Indiana Railroad; at Lima, the Wabash, which will prove a valuable link opening to it the immense trade of the region around Fort Wayne, and that west and north of it.

At Toledo it connects with the Michigan Southern and Lake Shore Roads. The line will soon be extended to Detroit. At Dayton it connects with the road to Cincinnati and to Indianapolis west, and Columbus east.

This Road will probably pay its shareholders quite as well as the Michigan and Dayton Roads, whose stock is now at above par.

An examination of a map of this line will show that it occupies a most important position, nearly, if not quite, equal to any other in the State.

Some time will be required for any sum not less than \$1,000 until Saturday, the 23d day of this month, at 3 o'clock P. M.

Proposals will be addressed to the Agents of the Company, Mr. WINSLAW, LANIER &amp; CO., No. 32 Wall-st., and 13 DEY-st., New-York, have now in store a full assortment of every description of FALLEN AND WINTER GOODS,

to which constant attention will be given by every arrival.

TALON'S GOOD.—

English, Belgian, French, German and American Cloths, Cambrics, Linen, Drapery, Woolens, Webbing, Yarnings, Satin, Tapestry, Kerchiefs, Pick-Cloths, Serice Trimmings, and all other needs pertaining to Manufacture.

A printed exhibit, with a map and all necessary information in relation to these securities, can be had by calling at the office of the Company, April 1st, 1852, or at 105 Broadway, N. Y.

JNO. G. TELFORD, President.

New-York, Sept. 6, 1852.

**RAILROAD MORTGAGE, CITY and COUNTY BONDS.—We offer for sale at fair rates the following SECURITIES of the most industrious char-**

acter, viz., \$60,000 OHIO and PENNSYLVANIA SEVEN PER CENT. RAILROAD CONVERTIBLE BONDS, Coupons payable in New-York, in July and in January. Principal due in 1860.

\$60,000 WILMINGTON and MANCHESTER SEVEN PER CENT. RAILROAD CONVERTIBLE BONDS, Coupons payable in New-York, in July and in January. Principal due in 1860.

\$2,000 MADISON and INDIANAPOLIS SEVEN PER CENT. CONVERTIBLE RAILROAD FIRST MORTGAGE BONDS, Coupons payable 1st May and 1st November. Principal due in 1860. Entire debt of the Company \$2,000.

\$2,000 INDIANA CENTRAL SEVEN PER CENT. RAILROAD CONVERTIBLE FIRST MORTGAGE BONDS, Coupons payable 1st November, 1st May and 1st November. Principal due in 1860.

\$3,000 WASHINGTON COUNTY, Pennsylvania, SEVEN PER CENTS, guaranteed by the Hempfield Railroad Company.

The foregoing BONDS are in each case for \$1,000 principal and interest, in all cases payable semi-annually, in New-York.

The BONDS are secured in the most ample manner by Mortgag or Deed of Trust, to some known and responsible citizen of New-York, with power, in case of default, to enter and sell each with all equipment, &amp;c., to raise money to pay amount of interest or principal.

The Company is in full credit, and, in such case, by virtue of Special Act of the proper Legislature, granting full power for that purpose, and on a direct vote of the people interested, that vote being largely in favor of the measure.

The BONDS are created against the proper authorities to make a SPECIAL Levy of TAXES to BE SET APART exclusively for the purpose of meeting the accruing interest, and gradually to reimburse the principal, and to be paid through the courts of law, should it become necessary.

Those debts operate in the nature of a mortgage, on the real and personal estates within the respective City and County.

The new Constitution adopted by the people of Ohio and Indiana, prohibit absolutely the creation of any funded debt by Counties, within their boundaries. This will prevent a further issue of securities of this sort.

Printers, Agents, &amp;c., can be had on application to our office, giving full and detailed information as to the nature of each security.

JOHN DAVIS &amp; CO.

New-York, Sept. 8, 1852.

**TROY and BOSTON RAILROAD BONDS.—**The undersigned offer at par value \$2,000.

SECOND MORTGAGE CONVERTIBLE BONDS OF THE TROY and BOSTON RAILROAD COMPANY.

The amount of this is \$200,000, of which \$100,000 have been disposed of, and the remainder will be sold in amounts to suit purchasers.

The BOND secured by the second mortgage has been made for the purpose of completing the Troy and Boston Railroad from Hoosick Falls to the State line at Pownal, Vt., for purchasing additional furniture for running the road, and for equipping the cars, &amp;c., for the service of the road.

The amount paid on the 1st of April, 1852, at the bank of Commerce, in New-York, and have interest corpus attached payable at 6 per cent.

The amount expended for construction and equipment up to August, 1852, is \$80,000.

The Troy and Boston Railroad extends from the City of Troy, N. Y., to the State line at Pownal, Vt., and is wholly within the State of New-York, and is part of that line of Railways extending from the City of Boston to Troy and Erie Canal, which is composed of the Poughkeepsie, Schenectady and Albany Railroads, the Troy and Greenfield, and the Troy and Boston Railroads.

The Troy and Boston Railroad is located through one of the most productive farming Countries in the State, and along water falls, where the roads at short distances by rapids and the mill are pouring out the machinery along the banks of the river.

The Water Power is equal to 100 horses power in the dry season, on a fall of 200 feet.

The Machinery consists of 3000 H.P. Thrust and 1000 H.P. Vertical, 4-4-4-4 wheel Locomotives.

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